

Message Text

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13

ACTION EB-12

INFO OCT-01 EUR-25 EA-11 NEA-14 ISO-00 CAB-09 CIAE-00

COME-00 DODE-00 DOTE-00 INR-11 NSAE-00 RSC-01 FAA-00

L-03 SS-20 NSC-07 DRC-01 (ISO) W

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R 040915Z OCT 74

FM USLO PEKING

TO SECSTATE WASHDC 2504

INFO AMEMBASSY ANKARA

AMEMBASSY ATHENS

AMEMBASSY BELGRADE

AMEMBASSY BUCHAREST

AMEMBASSY ISLAMABAD

AMCONSUL KARACHI

AMEMBASSY OTTAWA

AMEMBASSY PARIS

AMEMBASSY TOKYO

AMCONSUL HONG KONG

AMEMBASSY ROME

LIMITED OFFICIAL USE PEKING 1730

E.O. 11652: N/A

TAGS: EAIR FR PK CH

SUBJECT: PRC PLANS TO OPEN PEKING-KARACHI-PARIS AIR ROUTE

REF: A) PEKING 1702 (NOTAL) B) PARIS 23122 (NOTAL)

1. DISCUSSIONS WITH VARIOUS DIPLOMATIC COLLEAGUES HERE
HAVE YIELDED FOLLOWING ADDITIONAL INFORMATION ON CHINESE
INTENTIONS TO OPEN CIVIL AIR SERVICE TO PARIS.

2. ON SEPTEMBER 21, THE CHINESE NOTIFIED THE FRENCH
EMBASSY PEKING OF THEIR DESIRE TO IMPLEMENT THAT PORTION
OF THE SINO-FRENCH CIVIL AVIATION AGREEMENT WHICH ALLOWS
FOR PASSENGER SERVICE BY THE PRC AIRLINE, CAAC, BETWEEN
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PEKING AND PARIS. UNDER THE AGREEMENT, ONE MONTH'S

PRIOR NOTIFICATION IS REQUIRED. THE CHINESE COMPLIED WITH THIS PROVISION BY INDICATING THAT THEY WOULD LIKE TO OPEN A ONCE-WEEKLY SERVICE DURING THE LAST TEN DAYS OF OCTOBER. THE ROUTE SPECIFIED WAS PEKING-KARACHI-PARIS.

3. ON THE SAME DAY, NOTES WERE SENT BY THE CHINESE TO OTHER APPROPRIATE EMBASSIES REGARDING LANDING OR OVERFLIGHT RIGHTS IN CONNECTION WITH THE PROPOSED SERVICE. INCLUDED WERE THE EMBASSIES OF ROMANIA AND YUGOSLAVIA, THROUGHWHOSE AIRSPACE CAAC WOULD FLY AS AN ALTERNATE ROUTE, IN THE EVENT OF DIFFICULTY IN OVERFLYING GREECE AND TURKEY.

4. WE ARE UNAWARE OF THE PROVISIONS OF CHINA'S CIVAIR AGREEMENTS WITH PAKISTAN, IRAN, TURKEY, ROMANIA AND YUGOSLAVIA. HOWEVER, AN ITALIAN EMBOFF INFORMS US THAT HIS GOVERNMENT'S AGREEMENT WITH THE PRC REQUIRES TWO MONTHS PRIOR NOTICE BEFORE IMPLEMENTATION OF RIGHTS UNDER THE AGREEMENT, INCLUDING REGULAR OVERFLIGHTS. DESPITE THIS PROVISION, THE ITALIAN EMBOFF BELIEVES HIS GOVERNMENT WILL ACCEDE TO THE CHINESE REQUEST FOR EARLY IMPLEMENTATION. IN ANY CASE, THE FRENCH COMMERCIAL COUNSELOR IN PEKING IS DUBIOUS THAT THE CHINESE WILL BE ABLE TO INAUGURATE SERVICE SO QUICKLY, BUT HE DID NOT GIVE ANY REASONS.

5. COMMENTING ON WHY THE CHINESE ARE SUDDENLY IN A RUSH TO OPEN THIS NEW SERVICE, OUR ITALIAN COLLEAGUES SPECULATE THAT CAAC WANTS TO BE THE FIRST AIRLINE TO LINK PARIS AND TOKYO VIA PEKING. IF THE NEW PEKING-PARIS FLIGHT IS TIMED TO CONNECT WITH THE NEW CAAC SERVICE TO TOKYO, THE CHINESE WILL BE IN A POSITION TO OFFER THE FIRST SERVICE BETWEEN PARIS, PEKING, AND TOKYO. (WE ARE NOT CERTAIN, BUT THIS MIGHT ALSO BE THE FASTEST PARIS-TOKYO ROUTE.) WHILE AIR FRANCE WOULD LIKE TO EXTEND ITS CURRENT PARIS-PEKING SERVICE TO TOKYO, IT HAS REPORTEDLY ENCOUNTERED JAPANESE RESISTANCE TO IMPLEMENTATION OF THE PEKING-TOKYO SECTOR. THUS THE CHINESE MAY SEE AN OPPORTUNITY TO ESTABLISH THEMSELVES ON THE ROUTE WELL BEFORE OTHERS BEGIN TO OFFER COMPETITION.

HOLDRIDGE

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